

EXHIBIT J

Captain Ahlstrom's Supplemental Report

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FEb 16 10 AM 2010

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February 16, 2010

VIA TELEFAX AND MAIL

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Attention: Alan M. Weigel, Esq.

RE: Michael Stepski, Kristen Stepski,
Geal Roderick, Benjamin Schobér v.
C/V NORASIA ALYA, et al.
06 Civil 1694 (JSG)
Your Ref.: 101230-0001

Dear Mr. Weigel:

I requested a supplemental report from Captain Joseph Ahlstrom. In filing my in limine motion re: Jay Bolton, I felt, in fairness, Ahlstrom's areas of testimony should be restricted.

I'm enclosing Captain Ahlstrom's report for your study.

Very truly yours,

Thomas H. Healey

THH:ac

Enc.

cc: Freehill, Hogan & Maher
Attention: Michael Unger, Esq.
(TELEFAX)

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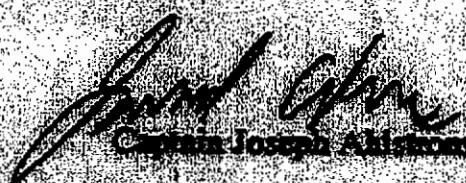
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1. Jay Bolton report dated May 6, 2002 entitled "Slepak v. M/V NORASIA ALYA"
2. Jay Bolton's Plot of track of NORASIA ALYA, PODRAVINA and EPIRB position
3. Coast Guard Report of EPIRB positions
4. M/V NORASIA ALYA printout of TRANSAS Marine ECDIS positions May 22, 2002 1220 thru 1240 Local
5. ACR Satellite 406 ELS-52 (Chukotka EPIRB registration number 10000)
6. Deposition of Michael Slepak dated November 9, 2006 and his statement of accident

After the collision the EPIREB unit was in a position assigned as 7251 Local time. The signal from the ACR EPIREB unit was received at 14:41:43 UTC on 12 May 2009. The EPIREB which utilizes a satellite signal from the GPS system, indicated that the position was in position 40-37.5 North 071-40-12.0 East. At 14:41:43 UTC on 12 May 2009 the USCGC was able to display the following information from the ACR EPIREB unit: 14:41:43 UTC on 12 May 2009. The course was 000 degrees, the speed was 22.000 knots, the heading of the NORASIA ALYX was 057 degrees, the airspeed was 285 degrees and a speed of 22.000.

A category II ACR EPIREB unit was issued to the USCGC and is currently installed on the USCGC. Both of these coordinates were issued to the USCGC on 12 May 2009. One hour prior to the collision. The reason that the USCGC issued the coordinates to NORASIA ALYX was due to a signal from the USCGC 50 seconds prior to the collision. The signal was issued to the USCGC due to the EPIREB practice. The NORASIA ALYX was issued a 057 degrees heading to the USCGC and the accuracy of a 406 MHz EPIREB is limited to plus or minus 2 nautical miles. By Bellin's chart and my chart this puts the NORASIA ALYX and AVATEL ALYX in the same location (within 3 km) at the time of the collision.

"I reserve the right to offer my position should any further information be provided."



Captain Joseph M. Mazzoni